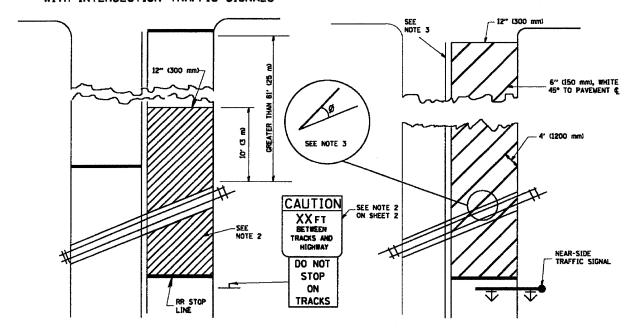
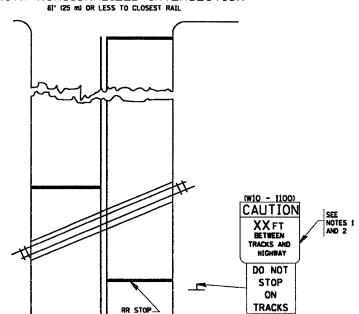
WITH INTERSECTION TRAFFIC SIGNALS

WITH NEAR-SIDE TRAFFIC SIGNALS



- PAYEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS.
 WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVENENT WARKINGS EXTENDS TO THE INTERSECTION.
- 3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK UP WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

WITH NONSIGNALIZED INTERSECTION



RR STOP

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (LB m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSMALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE REAREST 5 FEET (L5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- 2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANED TO CHANGE THEM TO MEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPD-OUT AREA INSTEAD OF FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE MEAR-SIDE SIGNALS ARE INSTALLED AND THE PAYEMENT MARRIMOS EXTEND TO THE INTERSECTION.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - 01-01-07
W:\distatd\22x34\tc23.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / 1N.	CHECKED -	REVISED
	8LOT DATE = 1/4/2988	DATE -	DEVISED .

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING		F.A.IL SECTION			COUNTY	TOTAL	SHEET NO.
ı	TREATMENT FOR RAILROAD CROSSINGS		(145 & 14	46) R5-7	COOK	28	27
ı			TC-23		CONTRACT	NO.	60103
ı	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R	DAD DIST. NO. 1	ILLINOIS FED. A	O PROJECT		